



McCLELLAN Town Center

Development Strategy

August, 2001



City of Seattle
Light Rail Station Area Planning
Strategic Planning Office



acknowledgements

This project was made possible with the participation and support of the following:

Town Center Advisory Council

- Friends of Seattle Olmsted Parks - Anne Knight & Jerry Arbes
- Lighthouse for the Blind - David Miller
- Mount Baker Community Club - Lawrence Molloy & Mona Campbell
- Mount Baker Housing Association - Geoff Spelman
- North Rainier Valley Neighborhood Plan Stewardship - Ruth Korkowski
- Puget Sound Regional Council - John Scandola & Ned Conroy
- Rainier Chamber of Commerce - Constance Bown
- Rainier Valley Transit Advisory Council - Diane Davies
- Southeast Effective Development - Earl Richardson
- Starky's Orchard Neighborhood Group - Judith Schaefer

Consulting Team

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- Weinstein Copeland Architects - Lee Copeland & Lesley Bain
- Nakano & Associates - Kenichi Nakano
- The Sedway Group - Terry Margerum
- Pollock & Company - Ben Pollock

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- Sally Clark, Department of Neighborhoods, City of Seattle
- Stephen Antupit, Urban Design Supervisor, Station Area Planning Team, City of Seattle

Project Funding

- City of Seattle
- Fannie Mae Seattle Partnership Office
- Puget Sound Regional Council

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why a “town center”?

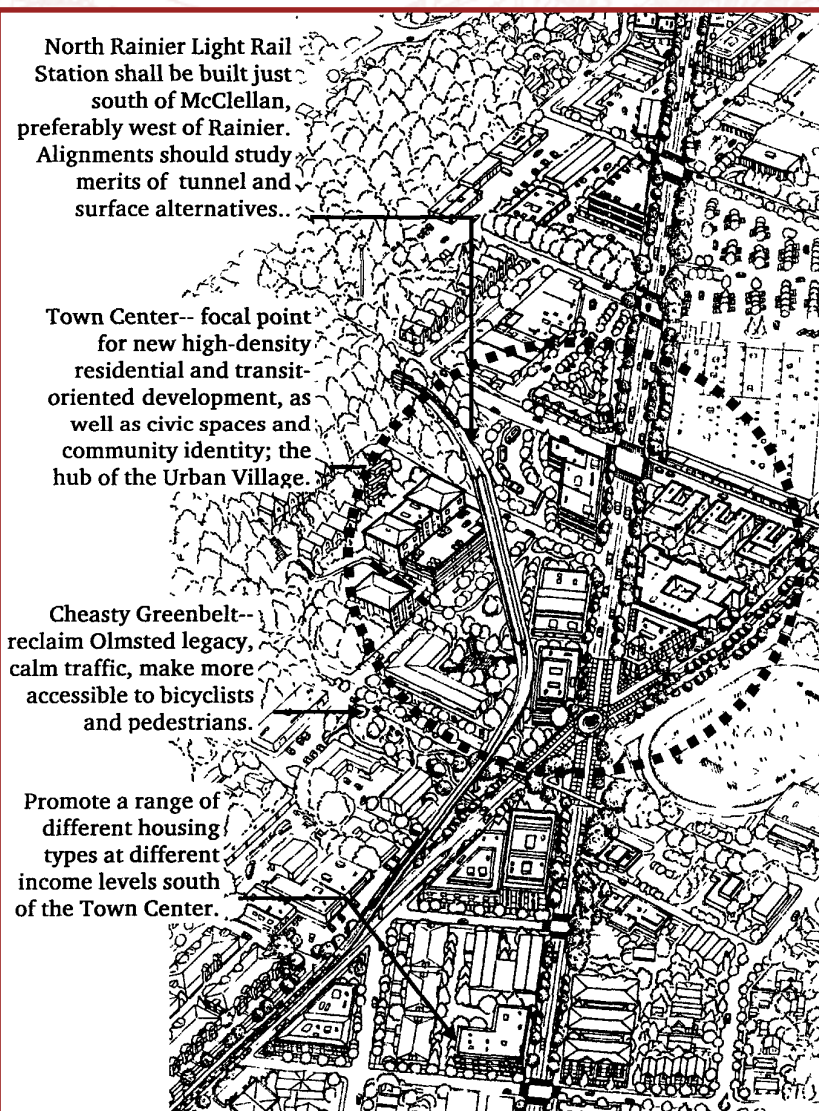
Starting in 2000, a team of community stakeholders, market analysts, urban designers, and transportation experts worked with the City of Seattle and Sound Transit to explore a development strategy for a Town Center around the proposed aerial light rail station in the North Rainier Valley. The City Council-adopted North Rainier Valley Neighborhood Plan envisioned a vital, mixed use Town Center that provides a focus for commercial, residential and transportation activities at the heart of the neighborhood. In September 2000, the City Council also adopted Concept-level Station Area Planning recommendations for this area, providing additional policy guidance for the Town Center effort.

The McClellan Town Center Development Strategy was initiated by the City's Station Area Planning team to refine the neighborhood's vision. The strategy identifies a variety of commercial and housing development activities as well as public investments and design recommendations that will integrate the proposed McClellan light rail station into the commercial core of the neighborhood.

Located near the intersection of Rainier Ave. and MLK Jr. Way, the aerial station will help the community achieve its goal for a transit system that is easier to use and more community friendly than today's auto-oriented systems. The McClellan station will be the Rainier Valley's closest station to downtown Seattle. Light rail will take residents of the area to jobs throughout the region and will bring employees to the many jobs near the station. In addition, light rail provides a significant opportunity to achieve the community's goal of focusing new development around the neighborhood's major transportation hub.

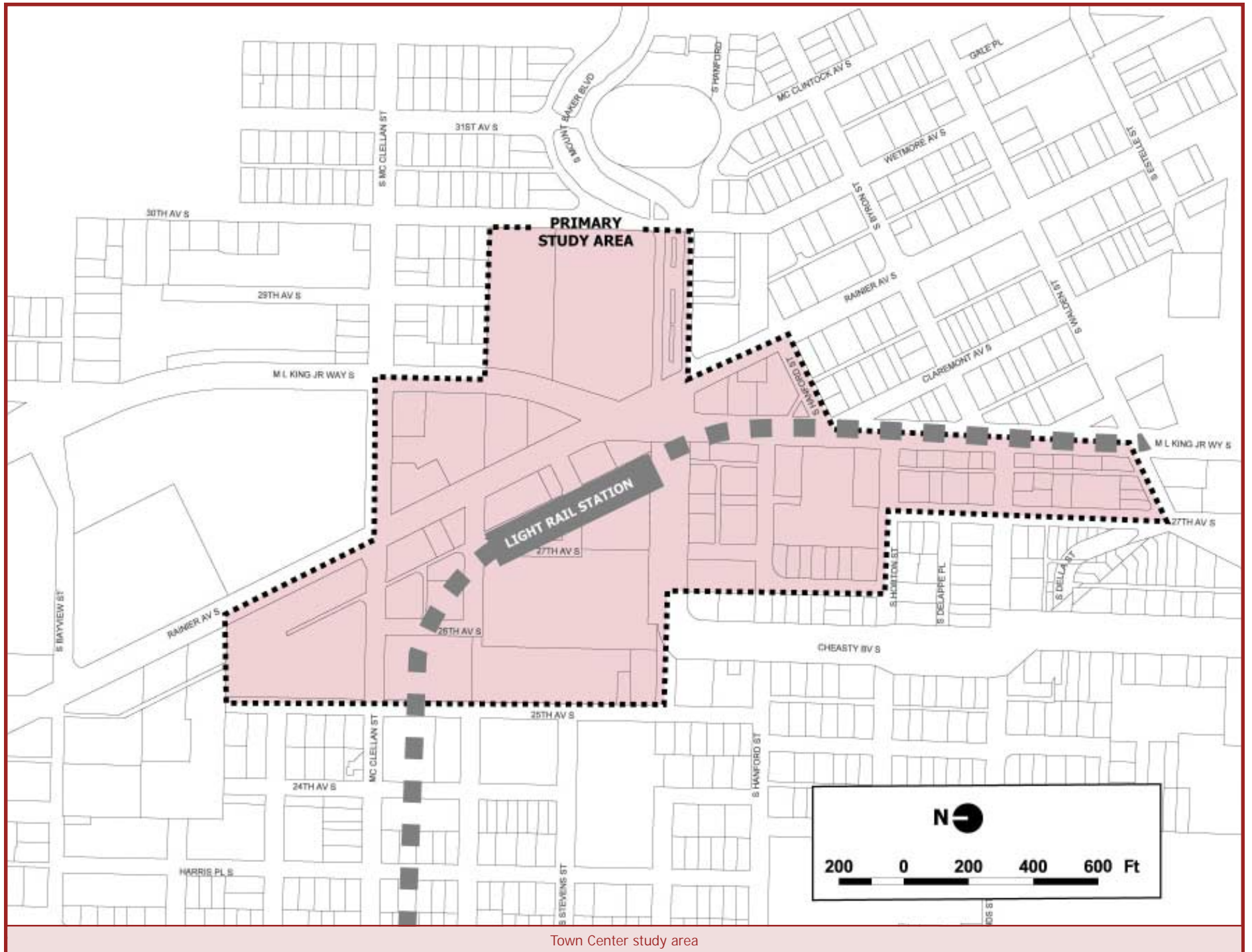
For the purposes of this development strategy, the area that will comprise the Town Center is bounded generally by South McClellan Street to the north, South Walden Street to the south, 25th Avenue South to the west, and Martin Luther King Jr. Way South to the east (see map on following page). A mix of auto-oriented commercial uses and a large amount of undeveloped open space currently characterize this area.

This project focused on a number of opportunities for redevelopment on vacant or underutilized property in the area. The McClellan Town Center Development Strategy explores those opportunities from both a market feasibility and design perspective and identifies a preferred development scenario. This report summarizes development opportunities for the Town Center. This includes discussion of market and land use considerations, land ownership, community needs, design, transportation and other issues.

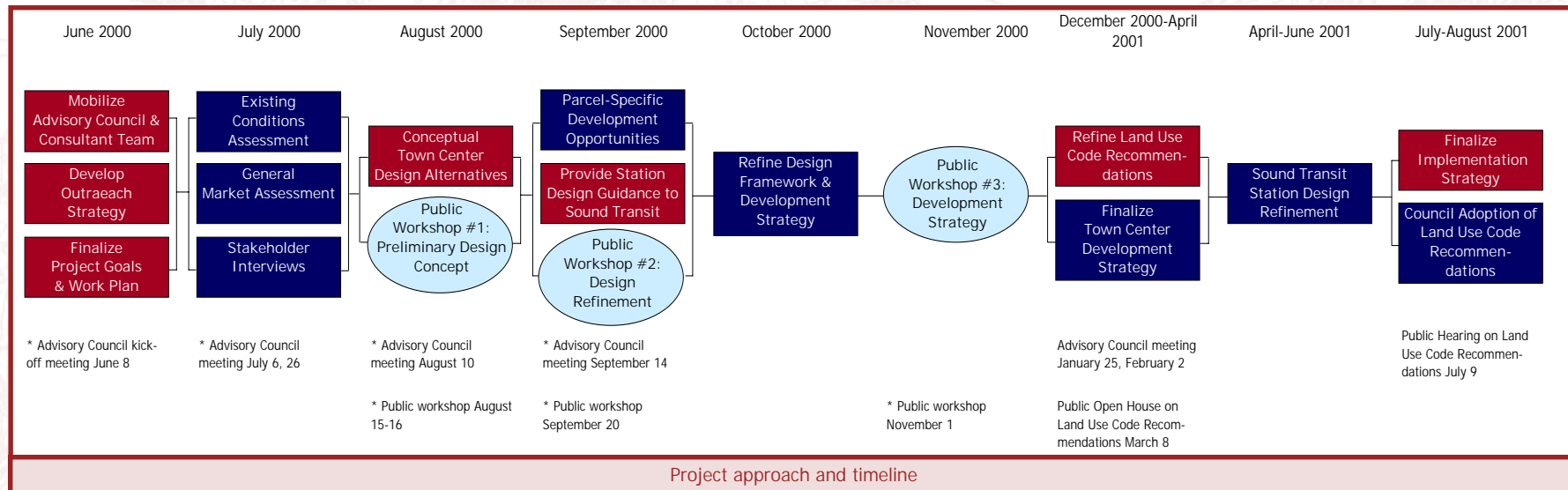


The Town Center concept originated in the North Rainier Neighborhood Plan

Source: North Rainier Neighborhood Plan, page 35, February 1999 (drawn by Urban Works)



gaining stakeholder feedback



The McClellan Town Center Development Strategy was informed by a variety of stakeholder groups. The timeline above generally describes how and when stakeholders provided input to this project.

Town Center Advisory Council

The City of Seattle convened the McClellan Town Center Advisory Council in summer of 2000 for a year-long process to provide community-based and regionally-informed oversight to the project. Comprised of members from nine community organizations, the Council also provided a point of contact for neighborhood interest in the project. The Committee included representatives from the following organizations:

- 1) Friends of Seattle Olmsted Parks
- 2) Lighthouse for the Blind
- 3) Mount Baker Community Club
- 4) Mount Baker Housing Association
- 5) North Rainier Valley Neighborhood Plan Stewardship Group
- 6) Rainier Chamber of Commerce
- 7) Rainier Valley Transit Advisory Council
- 8) Southeast Effective Development
- 9) Starky's Orchard Neighborhood Group

Property & Business Owner Participation

In addition to the Advisory Council, City staff and their consultants interviewed key property and business owners within the Town Center study area about their immediate needs and long-term goals for the Station Area. This group included parties directly affected by Sound Transit as well as those with key landholdings in the Town Center. In addition, City staff conducted on-going outreach to local property and business owners in advance of public meetings and at major project milestones.

Public Meetings

Because one of the critical components of this effort was to allow the public to influence Sound Transit's McClellan Station design to support the Town Center, the Town Center and station architecture were presented to the public together. The Town Center project team held three public meetings in conjunction with the station design process in August, September, and November of 2000. In addition, Station Area Planning proposals to change to the Land Use Code (in particular, rezones near the light rail station) were developed at the same time that the Town Center planning was underway. Several public meetings were held to help refine and coordinate the rezone proposal with the Town Center Development Strategy.



Community stakeholders view the study model at a public workshop in November, 2000

- Department of Parks & Recreation
- Office of Economic Development
- Office of Housing
- Strategic Planning Office
- Seattle Fire Department
- Seattle Transportation Department (SeaTran)

King County Metro Transit Division

Sound Transit team:

- Project Development
- Real Estate Division

Consulting Team

The following firms provided consulting services for this project:

- Hewitt Architects, architecture and urban design
- Nakano and Associates, landscape architecture
- The Sedway Group with Pollock and Company, market analysis
- Weinstein Copeland Architects, architecture and urban design

Participation by Elected Officials

The City Council provided formal and informal direction on this project on several occasions. City staff presented a Town Center study model to the Council's Briefing meeting in early 2001. Specific Council actions that provided direction for the Development Strategy include:

- Adoption of the North Rainier Neighborhood Plan (1999)
- Adoption of the McClellan Station Area Planning Concept-level recommendations (2000)
- Approval of Neighborhood Plan Implementation Opportunity Funding for Roundabout pre-design study (2000)
- McClellan Station Area Overlay District and rezones (2001)

Participating Agencies

The City of Seattle, Sound Transit and King County worked in partnership to complete this project. Representatives of the following agencies participated in this work:

City of Seattle team:

- Department of Neighborhoods



City staff briefed the City Council on the Development Strategy in February, 2001

the neighborhood today

The Town Center lies at the floor of the north end of the Rainier Valley, south of Interstate 90 and Downtown Seattle. It is surrounded by the primarily single-family residential neighborhoods of Beacon Hill (to the west) and Mount Baker (to the east). The Town Center lies at the confluence of two major roadways, Rainier Avenue South and Martin Luther King Jr. Way South. Each of these roadways carries well over 30,000 average vehicle trips per day. Two historic Olmsted Boulevards (Mount Baker and Cheasty Boulevards) converge at this location. They provide significant open space and recreational resources for the neighborhood and connect to Seattle's other Olmsted parks and boulevards. In addition to the numerous commercial and retail jobs in the area, the University of Washington Medical Center's Laundry facility and the State's Department of Social and Health Services (DSHS) are significant public sector employers in the immediate area.

The commercial core of the neighborhood is currently characterized by a number of auto-oriented businesses and older "strip" development. It is surrounded by more sparsely developed residential and open space areas, and is bounded to the west by the steeply sloped Cheasty Greenbelt.

The desire for a Town Center stems partly from the fact that the existing land use pattern does not provide a clearly defined neighborhood commercial district. The areas immediately surrounding the Town Center are much less intensely developed than the existing commercial development, presenting somewhat of a contradiction between heavily auto-oriented urban and lower density residential neighborhoods. The result is a commercial district that lacks focus, destination and "imageability."

For this reason, the community envisions that the heart of the neighborhood should be more than visually attractive and identifiable, but that it also provide a mix of services and amenities within easy walking distance from surrounding areas.



Looking east across the Town Center site to the Mount Baker neighborhood and Franklin High School, a major neighborhood landmark



Looking north along Rainier Avenue South at its busy intersection with MLK Jr. Way, at the heart of the Town Center

what's planned for tomorrow

Significant public investments will be made in the Town Center in the next few years, and can be a focus for future development that is in keeping with the neighborhood's vision. The map on the following page identifies many of these improvements.

Sound Transit plans to build a **light rail station** near the intersection of South McClellan Street and Rainier Avenue, slated to open in 2009. The Link light rail system will serve SeaTac Airport, the Rainier Valley, Downtown and north Seattle. King County Metro will operate a major bus lay-over facility at this location, providing excellent bus access to and from the area.

As part of the light rail system, Sound Transit will provide some new infrastructure in the area surrounding the light rail station, including **new pedestrian and bicycle facilities** (such as sidewalks, street trees and

bicycle parking). A new traffic signal will be installed on Rainier Avenue at the intersection of South Forest Street.

Seattle Parks & Recreation is undertaking a \$1 million project to enhance **Cheasty Boulevard** and greenbelt that forms the edge of the Town Center to the west and south. In 2001-2002, Seattle Parks & Recreation will develop a conceptual site plan for enhancement and preservation of Cheasty Boulevard. Members of the community and agency partners will play an important role in creating that plan. The plan will address a wide range of issues including physical issues such as drainage and slope stabilization, as well as amenities, security, and aesthetics. The Cheasty plan will serve as the basis for further design of physical improvements along the boulevard that will be implemented as budget allows. Sound Transit will also make substantial improvements on the lower portion of Cheasty



Conceptual design of the McClellan Station proposed by Sound Transit (drawing by OTAK, Inc., November 2000)

Boulevard (South Winthrop Street) in order to restore this historic resource and provide a transition from the station area to the more sparsely developed residential neighborhood and greenbelt to the south.

In addition, the City is sponsoring a pre-design study for a **roundabout** at the intersection of MLK Jr. Way South and Rainier Avenue South to address circulation, aesthetics and safety issues that have been raised by this process and the community. The pre-design study will determine if a roundabout at this intersection can accomplish three major goals for the Town Center:

- To further the neighborhood's vision for a Town Center with a solid "sense of place"

- To resolve travel modal conflicts at this major crossroads
- To reconnect two Olmsted Boulevards that intersect at this location

The McClellan Town Center Advisory Committee, the North Rainier Neighborhood Stewardship Group, the Mt. Baker Community Club and business owners in the vicinity of the intersection are engaged in the pre-design study and working with the City and a consultant to explore design alternatives for a roundabout. The pre-design study will be completed by December 2001.



Significant public investments are planned for the McClellan Town Center

mcclellan's market position

In summer of 2000, the Sedway Group and Pollock & Company assessed the market conditions in the McClellan Station Area as part of the Development Strategy. They identified the following strengths and weaknesses of the McClellan station area market:

Strengths include:

- 1) Proximity to Downtown Seattle;
- 2) Proximity to Interstate 90;
- 3) Good north-south transportation access, including future light rail system; and
- 4) Significant vacant and underutilized land.

Weaknesses include:

- 1) An unproven market;
- 2) Below-median demographic measures;
- 3) Limited east-west transportation access; and
- 4) Lack of direct freeway access to Downtown Seattle.

Sedway and Pollock also assessed the feasibility of the following land uses around the light rail station:

- 1) Retail: In order for retail to be successful, some risk-taking and public sector incentives will be required.
- 2) Office: Given its proximity to Downtown Seattle and relatively inexpensive land, it is possible that the light rail station could be a catalyst for such new office developments in the form of back-office operations and non-traditional office uses (e.g., research labs, incubator space).
- 3) Residential: Given the desirability of in-town living in Seattle, and the proven desirability of proximity to transit, it is also conceivable that new market-rate multi-family housing could be attractive in the station area.
- 4) Industrial: While certain forms of light industrial uses may be considered appropriate as the area revitalizes, it must be acknowledged that such development falls substantially short of what are generally considered to be appropriate transit-oriented development densities.



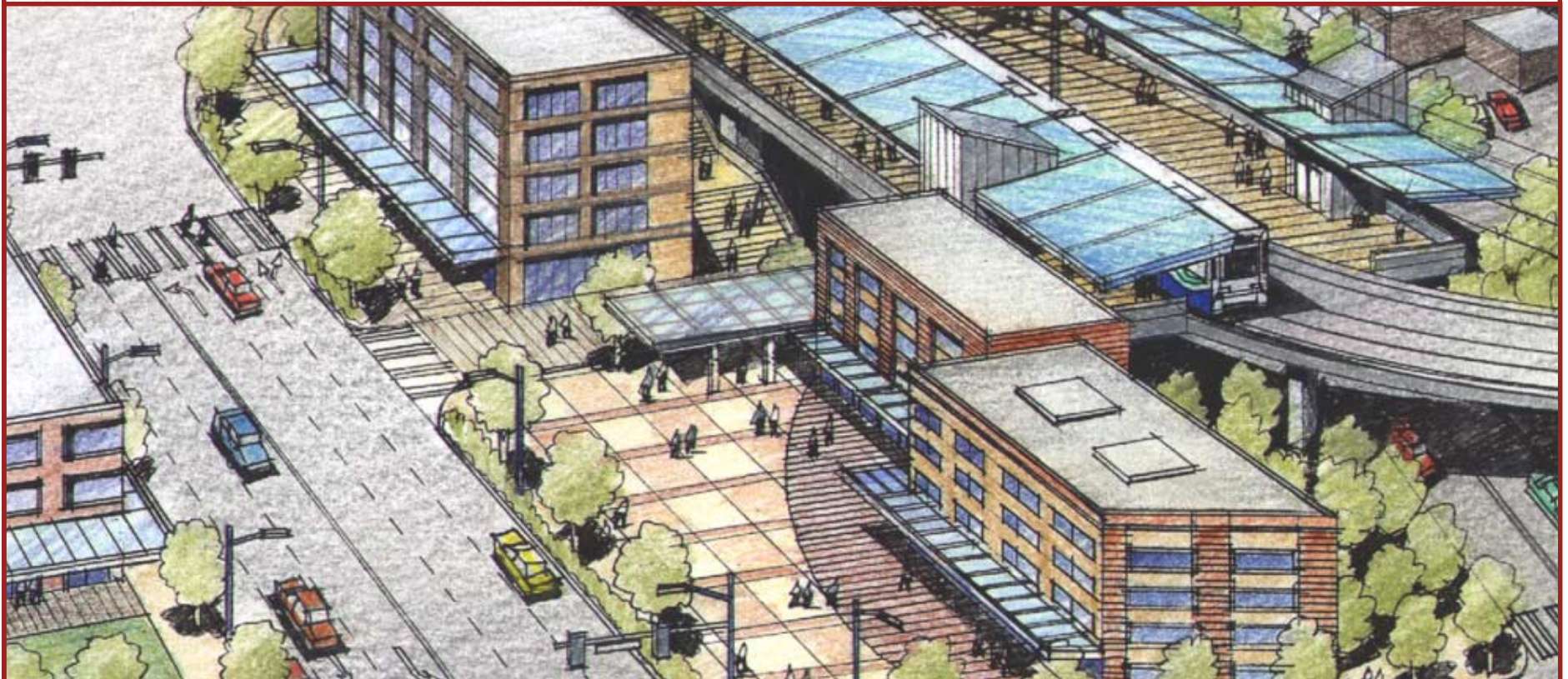
refining the vision for a town center

Working with market data from Sedway and Pollock, the urban design team explored a variety of development scenarios for the McClellan Town Center. To balance design considerations, economic factors and community goals, the consultant team and Advisory Council developed options and then identified a preferred build-out scenario.

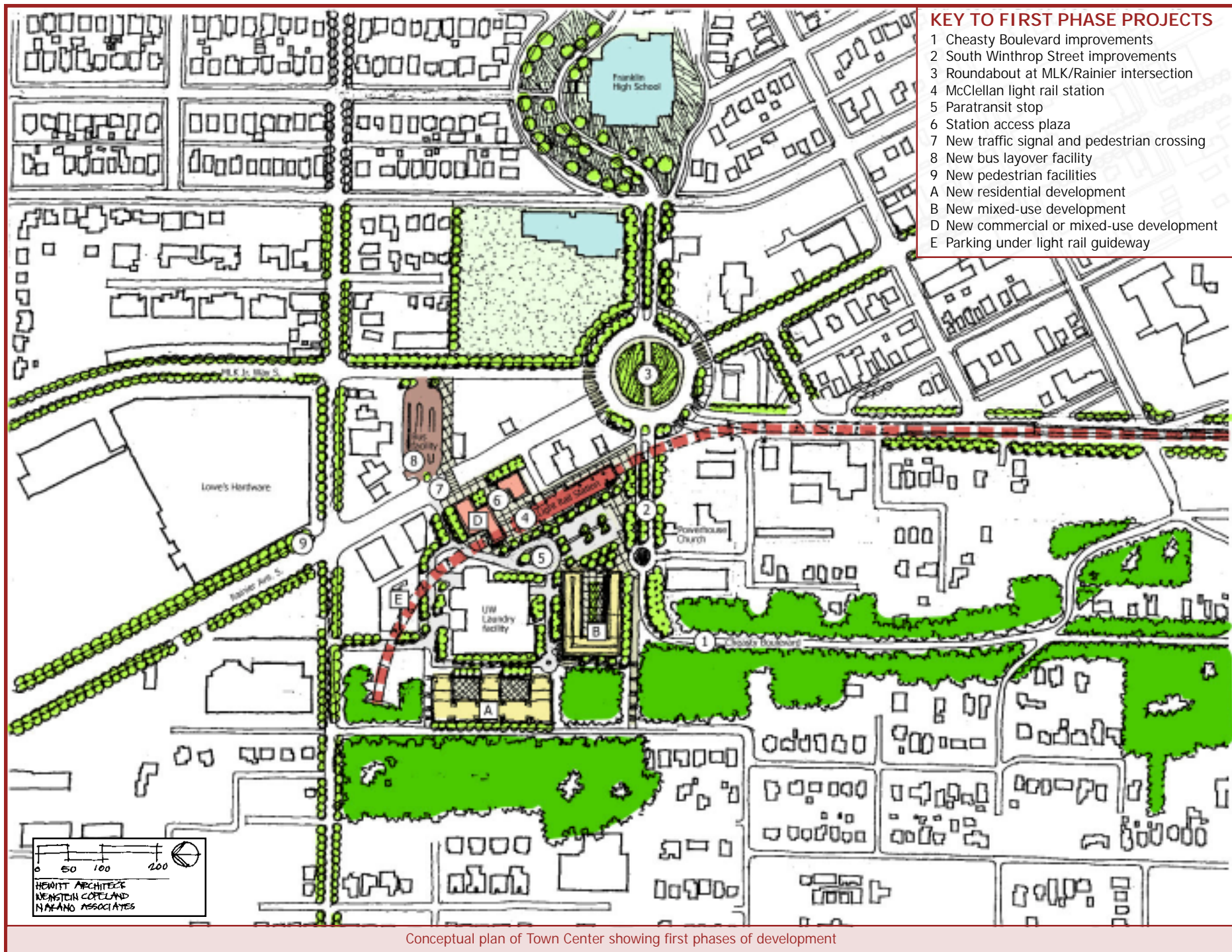
In keeping with the Neighborhood Plan, the preferred development scenario includes a mix of housing, commercial and retail uses while strengthening the open space network and residential neighborhoods outside the Station Area. More intense commercial uses are focused immediately around the light rail station, with mixed-use development and multi-family housing providing a transition to the lower-density residential areas nearby.

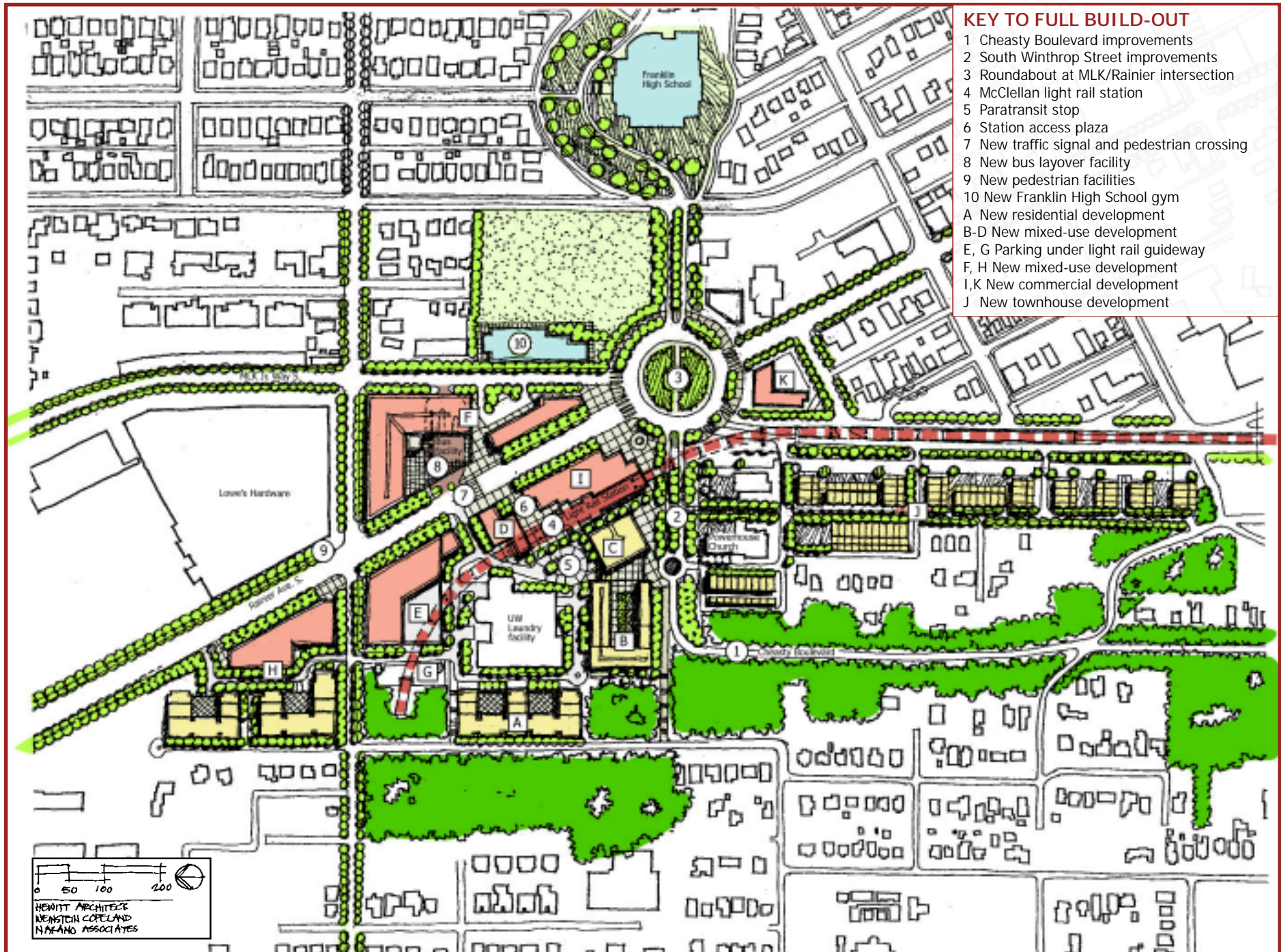
Making this scenario a reality will require a great deal of investment and coordination on the part of public, private, and nonprofit parties. Some of these development activities could happen in the nearer term. Other projects will require a change in the development climate before they become feasible. Still others will require land assembly before redevelopment can occur.

Because light rail construction is perhaps the most significant factor affecting the timing of the Town Center development, the consultant team identified which pieces could or should be implemented near the time of construction of light rail. This is depicted in the diagram of the first phases of development. The full build-out scenario is a longer-term prospect and will be influenced by a wide variety of factors, as indicated above.



Construction of the light rail station (seen at the right of this artist's sketch) will be an important focus for future development in the Town Center





Conceptual plan of Town Center at full build-out

SUMMARY OF CONCEPT PLAN ELEMENTS

Please refer to Implementation Matrix on Page 30 for additional details on these activities.

Public Investments

- 1** Cheasty Boulevard improvements
- 2** South Winthrop Street median, street trees, and formal boulevard (construction by Sound Transit)
- 3** McClellan Circle roundabout for intersection of Rainier Avenue South and MLK Jr Way South (City's feasibility/pre-design study to be complete December 2001)
- 4** McClellan light rail station with elevated platform west of Rainier Avenue South (4,500 estimated average daily boardings in 2020)
- 5** Paratransit stop for light rail patrons
- 6** Station access plaza for light rail patrons
- 7** New traffic signal and pedestrian crossing
- 8** New bus layover facility for several Rainier Valley routes (operated by King County Metro)
- 9** New pedestrian facilities, including street trees, lighting, improved sidewalks and crossings (to be constructed by Sound Transit)
- 10** New Franklin High School gym / field house on MLK Jr. Way

Development Activities

- A** Potential residential development
- B** Potential mixed-use development
- C** Potential mixed-use development
- D** Potential commercial or mixed-use development
- E** Parking for Town Center retail, commercial and/or residential uses
- F** Potential commercial development
- G** Parking for Town Center retail, commercial and/or residential uses
- H** Mixed-use development, with new QFC/Rite Aid at corner of Rainier Avenue and McClellan with new multi-family housing
- I** Potential commercial development
- J** Potential townhouses south of South Winthrop Street with pedestrian access through Powerhouse Church of God "campus"
- K** Potential commercial development



Artist's sketch of Town Center development concept looking northwest

putting the pieces together

Identifying Development Opportunities: An Integrated Approach

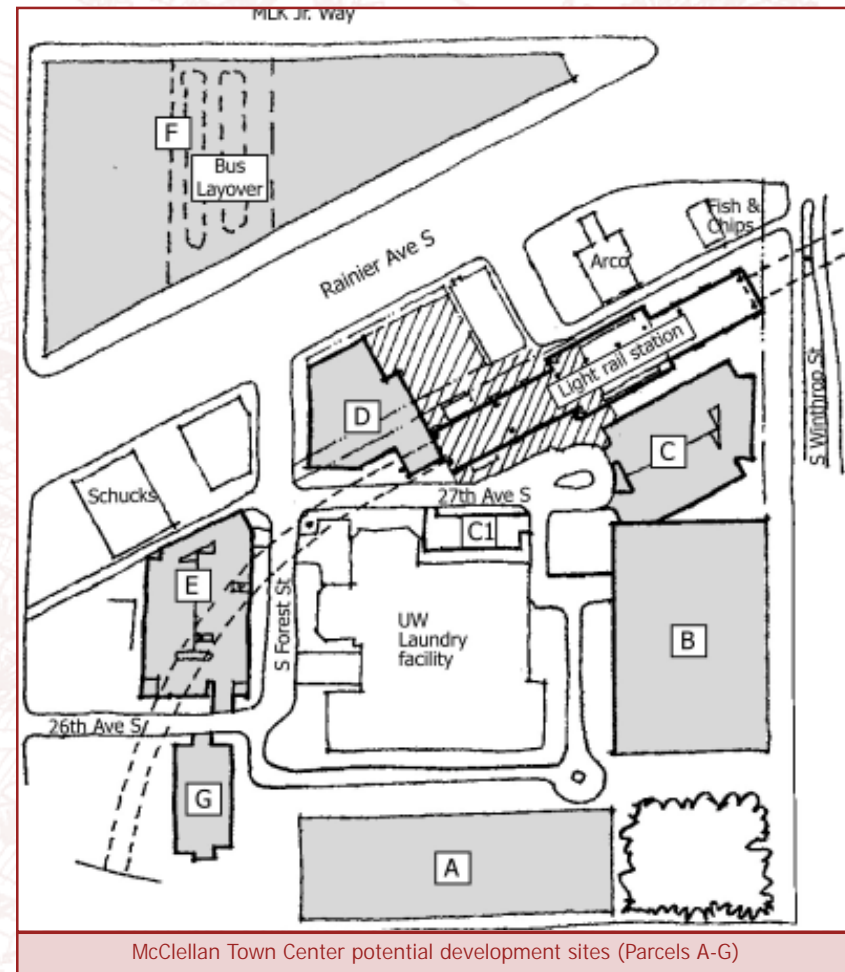
The design framework and development strategy is based in market realities, requiring a great deal of interaction between the designers and market analysts. As a result, the consultant team identified a variety of parcel-specific development scenarios on several key properties at the heart of the Town Center. These are identified as Parcels A through G in the diagram to the right.

The design team developed footprints for Parcels A through G and created rough development programs for each site. The market analysts then performed both a static (single-year) and dynamic (multi-year) analysis to determine the relative financial feasibility of development options for Parcels A, B and D (as well as for associated parking on Parcels E and G).

For each option, development costs were estimated, revenues were projected, and the resulting returns were estimated. Standard measures of return, including residual land values, internal rate of return (IRR), and threshold return (return on cost), were calculated for each option to determine the general feasibility of each alternative.

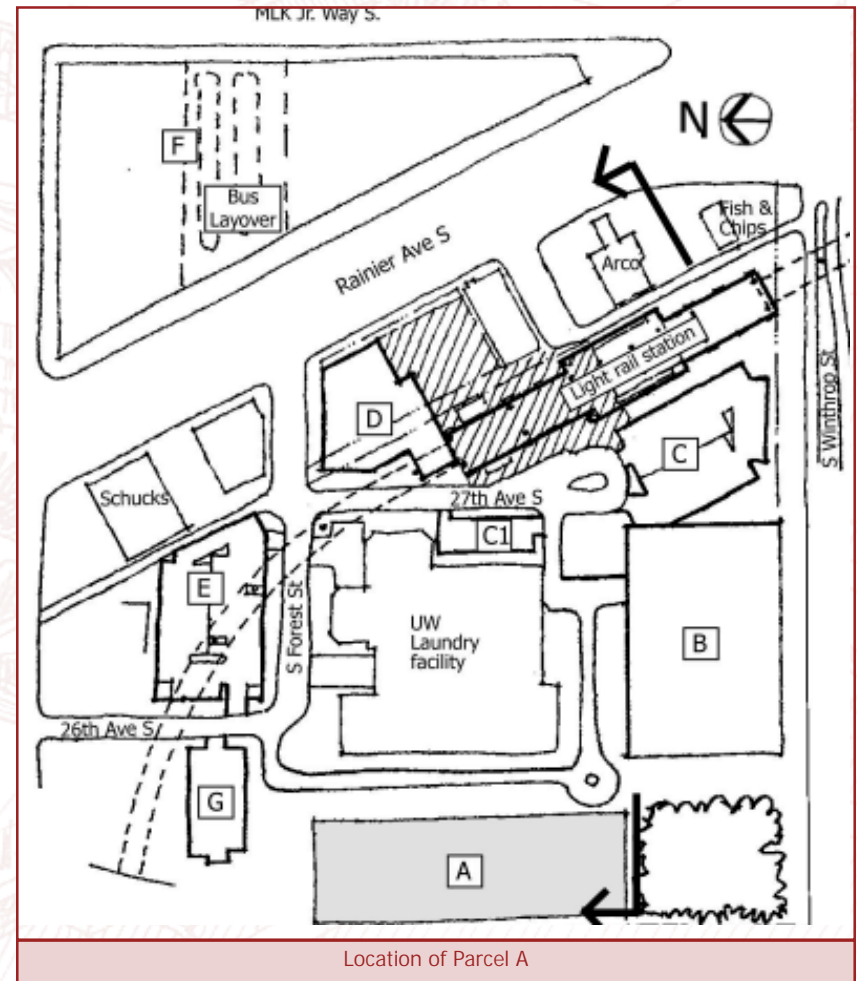
The market analysts also performed less detailed feasibility analysis for Parcels C and F to assess in general terms whether the design team's concept was realistic from a market perspective. The design concept and development program for each parcel was then refined to reflect the market analysts' findings.

The development scenarios that were found to be feasible for each parcel are described individually in further detail on the following pages. Technical back-up work is cited in the list of additional resources at the end of this document.



Parcel A

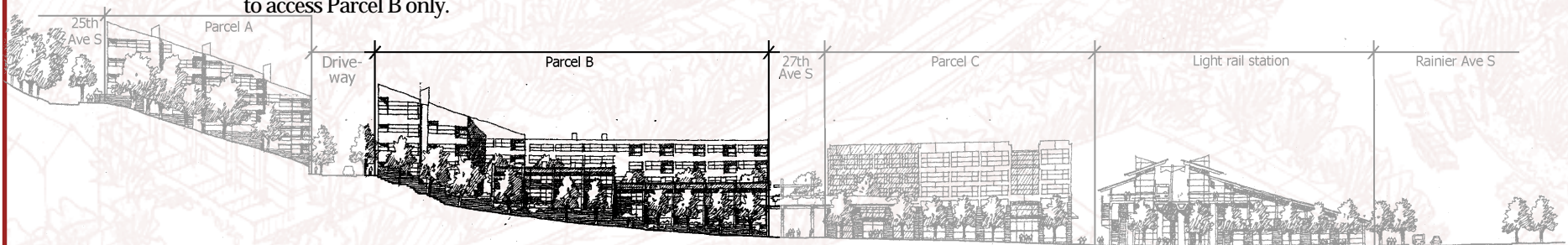
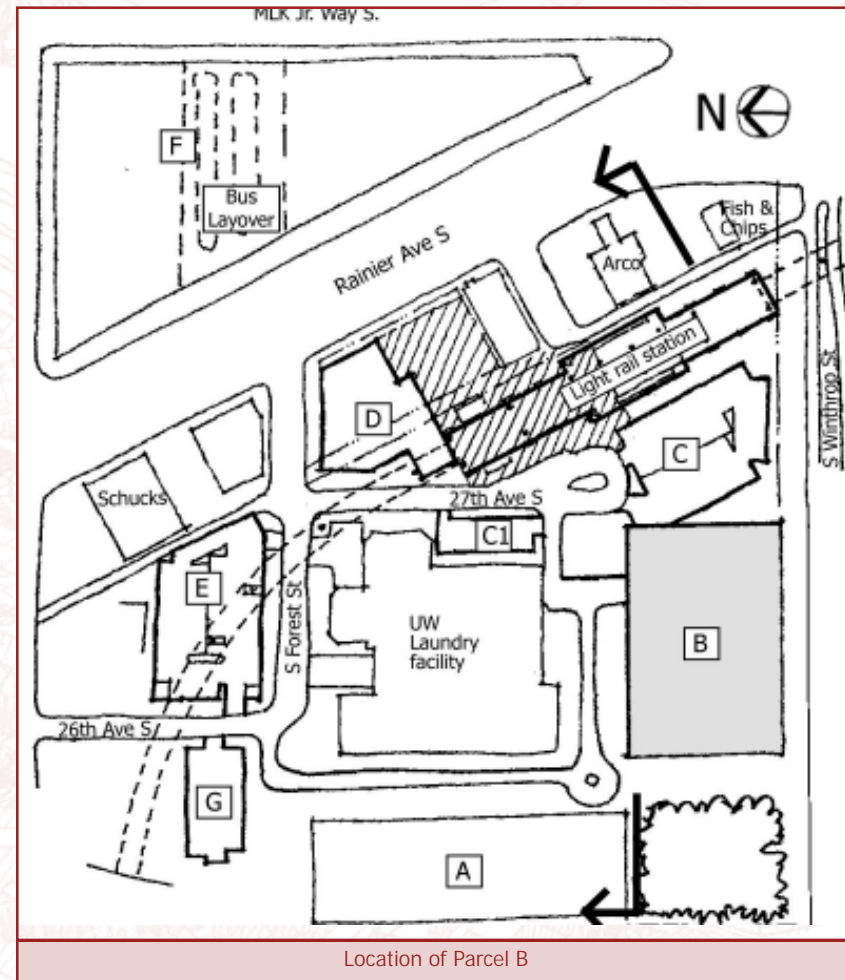
Parcel Size:	42,000 square feet
Current Use:	Surface parking lot for the State Department of Social and Health Services (DSHS)
Current Zoning:	Lowrise 4
Ownership:	Razore Enterprises
Attributes:	Single ownership; excellent territorial views; adjacent to greenbelt; will be underutilized after DSHS vacates due to property impacts by Sound Transit Multi-Family Residential: Rental and/or For Sale
Proposed Use:	Multi-Family Residential: Rental and/or For Sale
Number of Units:	80-100
Rentable Area:	80,000 - 140,000 square feet, depending on height and housing type
Phasing:	Dependent on market and light rail; probably next 3-5 years
Constraints:	Topography, market constraints on cost of construction
Comments:	Elevated, flat site adjacent to open space corridor, with potential for many units with views. Parcel represents an excellent opportunity for development of market-rate rental or for-sale housing provided hill-side topography does not require increased construction costs beyond what the market can support. Parcel A's development could set the tone for high quality housing in the station area. Designs that use "tuck-under" parking (i.e., minimizing or eliminating the need for an underground structure) are highly encouraged. The density should reflect that constraint, even if that implies less than 100 units. If necessary, the building should be pushed westward in order to reduce parking construction costs.



Cross section of potential Parcel A development looking north along South Winthrop Street

Parcel B

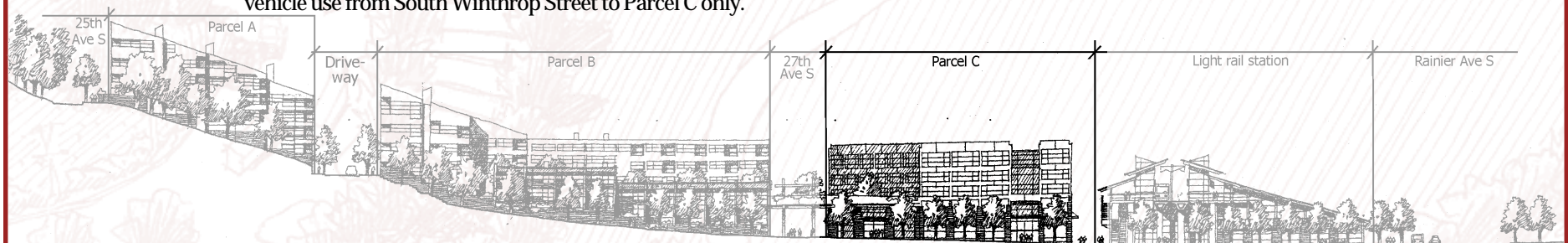
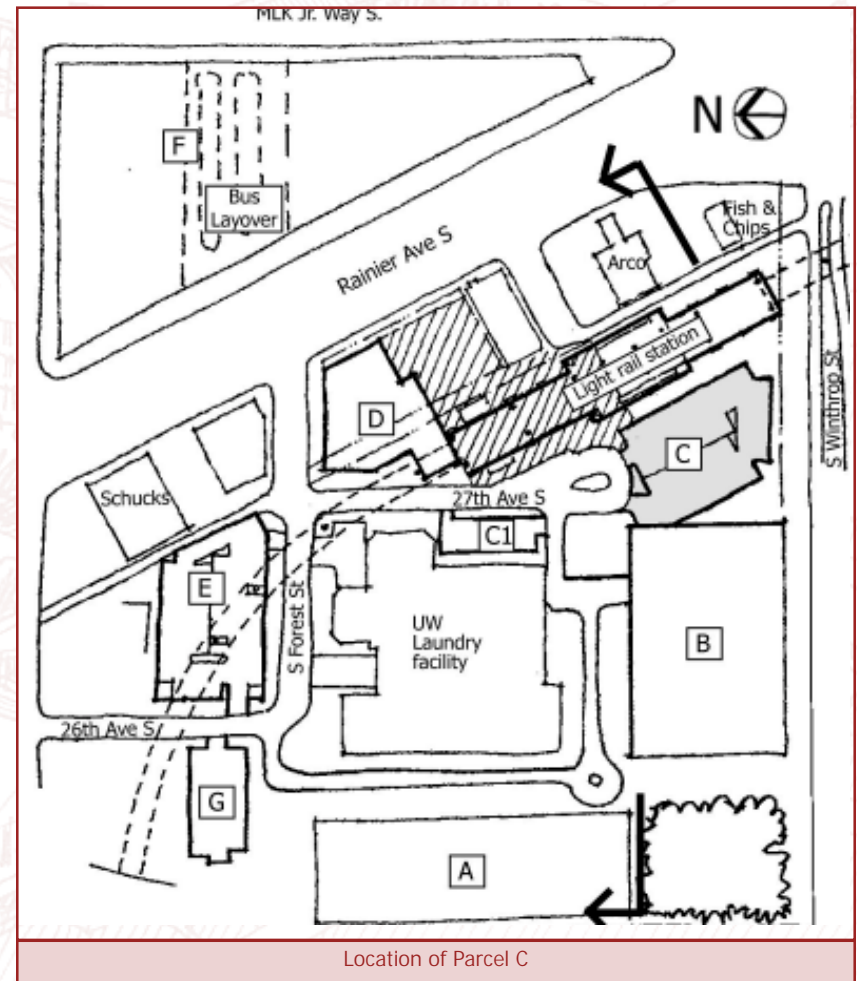
Parcel Size:	37,800 square feet
Current Use:	Grocery store (new leasee of former Value Village store); surface parking
Current Zoning:	Neighborhood Commercial 3-65'
Ownership:	University of Washington Medical Center (UWMC)
Proposed Use:	Multi-family Residential: Rental and For Sale
Number of Units:	10 for sale Townhomes; 50 to 75 multi-family rental units
Rentable Area:	Approximately 65-75,000 square feet
Phasing:	Dependent on market and light rail; probably next 5-10 years
Attributes:	Single ownership; underutilized property; strong presence on Cheasty Boulevard, proximity to greenbelt
Constraints:	UWMC may not be motivated to lease, partner, or sell for non-University use; neighborhood concerns about traffic on Cheasty may limit accessibility and therefore marketability; market constraints on supportable density
Comments:	Adjacency to UWMC Laundry must be overcome by careful buffering and design treatments; strong orientation to new boulevard design of South Winthrop Street could mitigate lack of visibility from Rainier Avenue. Project should probably combine for-sale townhouses and rental apartments. The parking solution again is key, specifically the potential for tucking the townhome parking into the rear of the first floor of these units. Consideration should also be given to extending this Parcel toward the station, to make it about 42-45,000 square feet. Vehicular access from South Winthrop Street will enhance the marketability of the site. Neighborhood concerns about cut-through traffic can be alleviated through street operations and site design that limit vehicle use from South Winthrop Street to access Parcel B only.



Cross section of potential Parcel B development looking north along South Winthrop Street

Parcel C

Parcel Size:	18,000 square feet
Current Use:	Surface parking for UWMC Laundry facility and former Value Village building
Current Zoning:	Neighborhood Commercial 3-65'
Ownership:	University of Washington Medical Center (UWMC)
Proposed Use:	Office and Retail
Rentable Area:	Approximately 73,500 square feet
Phasing:	Dependent on market, light rail construction timing, and UWMC's ability to relocate employee parking nearby; probably next 5-10 years
Attributes:	Single ownership; underutilized property; strong presence on Cheasty Boulevard, proximity to greenbelt
Constraints:	UWMC may not be motivated to lease, partner, or sell for non-University use; neighborhood concerns about traffic on Cheasty Boulevard may limit accessibility and marketability; market constraints on supportable density
Comments:	Orientation to South Winthrop Street could mitigate lack of visibility from Rainier Avenue. Vehicular access via South Winthrop Street will enhance the marketability of the site. At the time of writing, the University of Washington was negotiating a "Revocable Use Permit" with the City of Seattle Department of Parks & Recreation to gain access to the site from South Winthrop Street. It is expected that the UWMC will need to negotiate for permanent access at a later date. Eliminating access to the site from South Winthrop Street will increase conflicts between vehicles, pedestrians and bicycles in the Town Center (particularly near the entrance to the rail station) by forcing all access to the site from Rainier Avenue. Neighborhood concerns about cut-through traffic can be alleviated through street operations and site design that limit vehicle use from South Winthrop Street to Parcel C only.



Cross section of potential Parcel C development looking north along South Winthrop Street

Parcel D

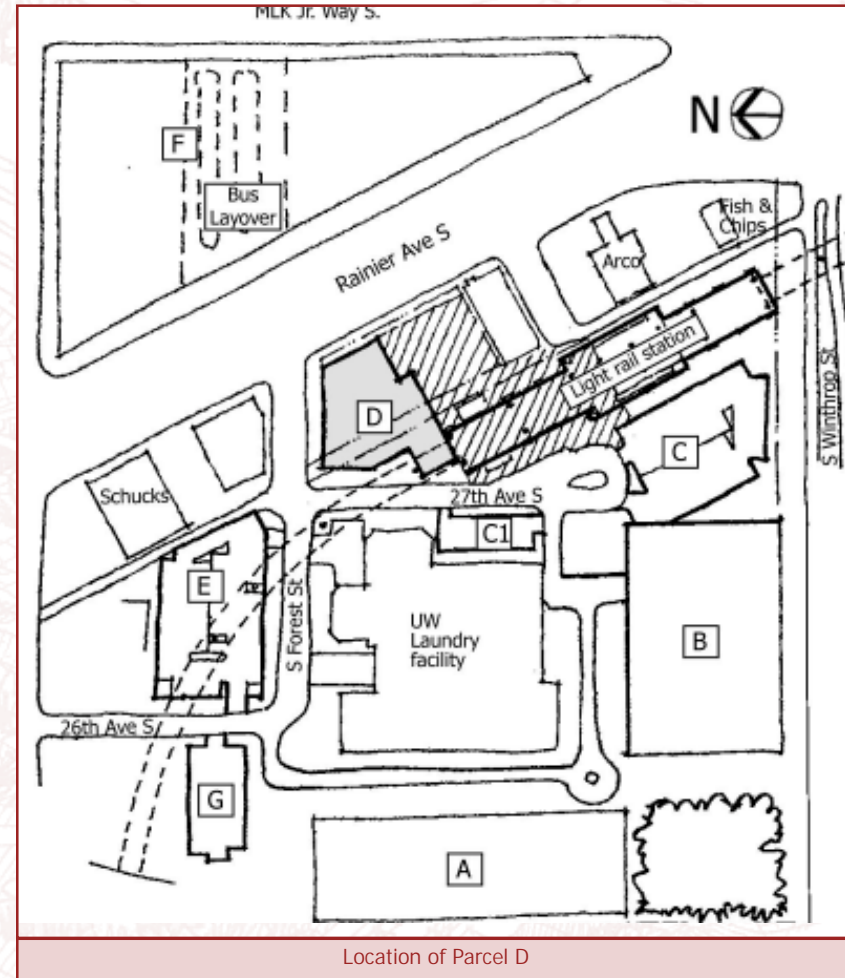
Parcel Size:	15,000 square feet if parcel is split to accommodate Sound Transit station access plaza on southern portion*
Current Use:	Firestone tire store and associated parking
Ownership:	Firestone*
Current Zoning:	Neighborhood Commercial 3 - 65' P-1
Proposed Use:	Mixed-Use Multi-Family Residential (Rental and/or For Sale), Retail and Office

Option A: Two story commercial building

- Footprint of 14,800 square feet
- 14,800 square feet ground floor retail
- 14,800 square feet second floor office
- 72 parking stalls on Parcel E to be provided at a ratio of two spaces per 1000 square feet for office use (30 spaces), and one per 350 square feet for retail use (42 spaces)

Option B: Two commercial buildings

- Two buildings straddling a smaller plaza, with 15,000 square feet and 6,000 square feet footprint (not shown on diagram. This option would also require acquisition of property to the south)
- Building A (5 stories):
 - 9,000 square feet ground floor retail
 - 6,000 square feet ground floor office
 - 15,000 square feet (each level) second - fifth floor office
- Building B (3 stories):
 - 6,000 square feet ground floor retail
 - 6,000 square feet (each level) second - third floor office
- 124 decked parking stalls on Parcel E and 24 surface parking stalls on Parcel G to be provided at a ratio of 2.0 per 1000 square feet for office use (137 spaces), and one per 350 square feet of retail use (42 spaces)



* At the time of writing, it is not known whether Sound Transit will acquire this property for station access. The City of Seattle is encouraging Sound Transit to acquire Parcel D because of the transit-related need to connect the bus facility and the station. It has been the City and community's long-standing assumption that a direct pedestrian route and associated plaza space between the station entrance and the bus layover facility would be integral to the station design. In addition, there are viable development opportunities on the remnant property. This property is especially suited for redevelopment due to its prominent location on Rainier Avenue and as the primary pedestrian and bus patron access to the McClellan Station.

Option C: Five story mixed-use building

- Footprint of 14,800 square feet (same as Option A)
- 14,800 square feet ground floor retail
- 14,800 square feet (each level) second - fifth floor residential (studios, 1 bedroom and 2 bedroom) for a total of 65 units
- 96 decked parking stalls on Parcel E to be provided at a ratio of one per residential unit (54 spaces), and one per 350 square feet for retail (42 spaces) with some allocation for shared parking (11 spaces)

Rentable Area:

Varies by option, depending on height and product type

Phasing:

Dependent on market and major construction tasks of light rail; probably next 3-5 years

Constraints:

Site size; market constraints on cost of construction
Comments: Because of the site's constraints due to size and access, the analysis for this parcel assumes that parking required for development on Parcel D would best be located under the aerial guideway on the north-east corner of South Forest Street and 27th Avenue South (Parcel E). See description of Parcel E recommendations for additional information.



The station access plaza and associated redevelopment of Parcel D would provide safe, convenient access between the McClellan Station, Town Center destinations and Rainier Avenue South. This artist's sketch is looking southwest toward McClellan Station (across the existing Firestone tire store parking lot).

Parcels E & G

Parcel Size:

Parcel E: 19,500 square feet

Parcel G: 7,800 square feet

Current Use:

Surface parking for DSHS

Ownership:

Will be acquired by Sound Transit

Current Zoning:

Neighborhood Commercial 3-65'

Proposed Use:

Surface and decked parking serving Parcel D and possibly for the University of Washington*. Parking is identified as the best use for this site for two primary reasons:

- 1) Parcel D will be in the center of high levels of pedestrian, bicycle and other activity, and therefore locating parking adjacent to the site (on Parcel E) will help reduce modal conflicts while still meeting Land Use code requirements; and
- 2) The community desire for that areas underneath the aerial guideway (Parcels E and G) is for programmed use and are not left vacant to create an attractive nuisance and public safety hazard. Since these areas will be acquired by Sound Transit for system use, there is a significant economy of scale in providing code-required accessory parking on these sites. Furthermore, other types of development on these properties are not likely to be feasible from either a design or market perspective. Depending on the development program for Parcel D, roughly 60-120 parking stalls could be provided on Parcel E (on 1-2 levels), and 24 parking stalls could be provided on Parcel G.

Phasing:

Dependent on market, light rail construction timing, and negotiations between Sound Transit and UWMC regarding replacement parking for laundry facility and/or future development; probably 5-10 years

Attributes:

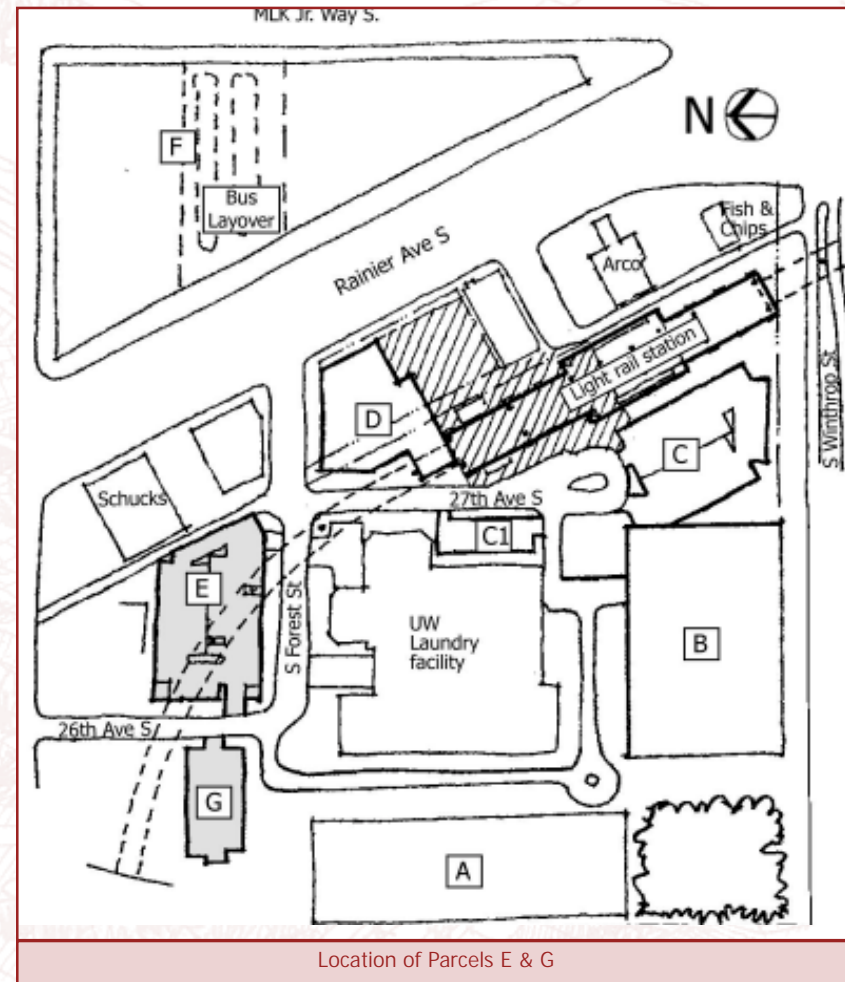
Will be acquired by Sound Transit; presents significant opportunity to provide much-needed parking on an otherwise remnant piece of property

Constraints:

Market constraints on decked parking; financing is likely to be complex by tying development of parking on this site to other properties (Parcel D, UWMC property)

Comments:

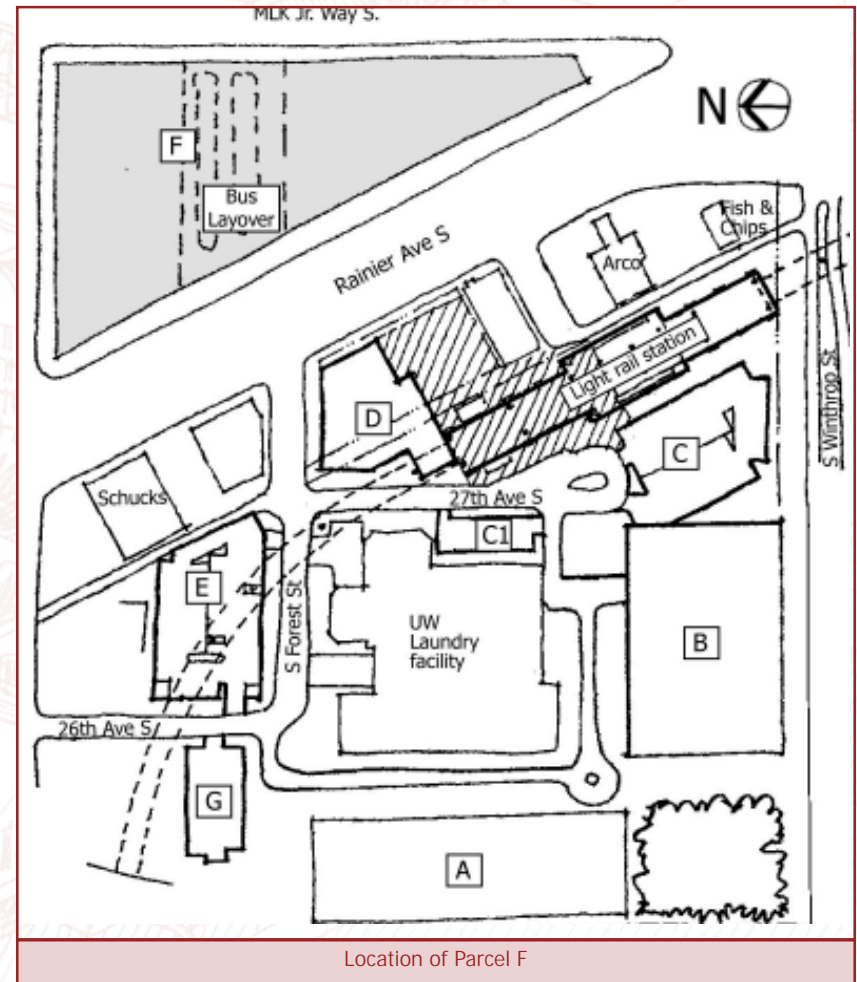
Access to parking should be designed in conjunction with design of aerial light rail structure surface and street reconstruction in order to avoid costly retrofitting at a later date.



* Parcels E and G (and potentially C1) could potentially provide temporary replacement parking for the University of Washington Medical Center Laundry facility if needed due to light rail construction staging on the Value Village parking lot site (Parcel C), and, in the longer term, for new uses on UWMC property. The analysis conducted for Parcel D development includes 75 replacement parking stalls for the Laundry facility on Parcels E and G. This could provide a significant partnership opportunity for both Sound Transit and the City with the UWMC as the latter has expressed their concerns about replacement parking during and after light rail construction.

Parcel F

<i>Parcel Size:</i>	122,500 square feet
<i>Current Use:</i>	Chevron & 76 gas stations; small retail building; Kentucky Fried Chicken (to be acquired by Sound Transit); US Bank; Starbucks Coffee
<i>Ownership:</i>	Chevron Corporation; Centioli family; Nova Oil Company; US Bank; Chotzen family. Sound Transit will acquire midblock parcel for bus layover facility
<i>Current Zoning:</i>	Neighborhood Commercial 3-65' P-1
<i>Proposed Use:</i>	Office and Retail
<i>Phasing:</i>	Dependent on light rail construction and land acquisition by Sound Transit for bus layover facility
<i>Attributes:</i>	One parcel will be acquired by Sound Transit; Visibility from two major arterials
<i>Constraints:</i>	Land assembly; Market and site constraints on parking; financing is likely to be complex if public-private partnerships are explored. Gas stations to the north may not become available for redevelopment for many years to come, and remediation costs may be prohibitive to redevelopment of those sites.
<i>Comments:</i>	Sound Transit/King County* should explore overbuilding the bus layover facility; however, this may not make sense unless assembly with adjacent properties can occur. The USBank property, and, in the longer term, the Starbucks property may be available for redevelopment and would provide significant opportunity for partnership with Sound Transit and/or King County.



* No formal agreement has been developed between Sound Transit and King County Metro yet. It appears that Sound Transit will have financial responsibility for acquisition, construction and operation of the bus facility. There may be agreements established for King County Metro to maintain and/or construct the facility. Therefore, it is not known which agency would take the lead on an "overbuild" scenario above the bus layover facility.

least 25% of the units affordable to renters earning no more than 80% of the area median income.

Non-profit and for-profit developers interested in creating low-income housing would be able to apply for funds through the Office of Housing's twice annual Notice of Funding Availability (NOFA) process. NOFA funds are 1% deferred loans for acquisition and development of low-income housing. The Office of Housing can also make low interest (3%) bridge loans for property acquisition as part of a low-income housing development. This could be useful for a developer assembling parcels for a low-income, mixed-income, and/or mixed-use project.

The Office of Housing offers the following incentives to developers:

- Property Tax Exemption
- NOFA for Low Income Housing
- Bridge Loans
- Location Efficient Mortgage

The Office of Economic Development also offers the following incentives to developers and business owners:

- Section 108 Loans
- Distressed Area Sales/Use Tax Deferral/Exemptions
- Employee Training Business and Occupation Tax Credit
- Distressed Area Business and Occupation Tax Credit
- Sales/Use Tax Exemption on Machinery and Equipment
- High Technology Business and Occupation Tax Credit
- High Technology Sales/Use Tax Deferral/Exemption

The City may consider participating as a development partner in the construction of a shared use parking structure. Guidelines are being established which will allow the City to assess the financial feasibility and community benefit of providing financial assistance to a developer of a structured parking facility in an area that the City targets for denser development.

Finally, the Land Use Code provides incentives in provisions of the Station Area Overlay District (SMC 23.61) that:

- Allows outright single purpose residential use (rather than as a conditioned use)
- Remove upper level lot coverage restriction, (a density bonus) with design review required
- Establishes Pedestrian Overlays that waive off-street parking requirements for small ground floor shops

From Planning to Design: Integrating the Light Rail Station and Town Center

One of the key goals of this process was to inform the McClellan light rail station design as an integral part of the Town Center. Sound Transit and its preliminary design team were an ongoing part of this planning process and, at the time of writing, are moving forward with station design based on design principles provided by the Town Center Advisory Council. It is expected that the Sound Transit station designers will incorporate these principles as it moves forward into final design. The City's Light Rail Review Panel has incorporated many of these principles into its own Design Guidelines for the McClellan Station, providing a regulatory tool for the City to ensure that the final design to be permitted by the City is consistent with these principles. Sound Transit's property acquisitions and real estate program capacity to partner on Town Center projects remains a significant challenge.

Station Design Principles

1. The light rail station is integral to the "Town Center" development, rather than a freestanding station. The station design should provide and support a sequence of open and other public spaces that serve the "Town Center", the transit patron, and other distinctive uses.
2. The "Town Center" includes an urban plaza at the north end with adjacent retail that fronts the west side of Rainier Avenue South. This plaza connects the bus facility located on the east side of Rainier with the entry to the light rail station. A second component of the Town Center is an open space on the south end of the station with adjacent retail that allows people to enjoy the green streetscape of the Olmsted Boulevard. A pleasant, active, and inviting connection at the ground plane between the two spaces, which unify these two components, is essential.
3. The entrance to the light rail station should be clearly visible from Rainier Avenue.
4. The ground level of the station needs to be activated with retail and other uses, and feel comfortable and safe. Securing the vertical circulation of the station should not preclude ease of pedestrian circulation or create a dead space below the platform.
5. The elevator location should be convenient and should be located so that the accessible route is weather-protected. Its ability to activate the area below the guideway should be considered in the design of the station.

6. Developable parcels adjoining and near the station that will be controlled by Sound Transit because of acquisition should be identified as negotiations with property owners conclude. The role of their real estate development in the initial phase should be established and supported by the station design. In addition, the station design, including such issues as guideway location and column placement, should not preclude longer-term development of these properties for additional retail, commercial or residential use.
7. Short and long term build-out strategies will also need to be developed for future uses at the properties to the east of the station, so that as those sites redevelop, they complement and “grow” the station entry sequence and further activate the station area.
8. The station entries should be visible and clearly identifiable from the surrounding area. In addition, the design should provide clear visibility and a safe and convenient pedestrian access to and from the station and the bus facility. Both the north and south station entries need to be inviting, safe and visible both at the initial opening of the station and in the long term. Security on the platform level should also be taken into account.
9. Forest Street and 26th should be easily recognizable as a vehicular access to the Town Center.
10. The portal design, aerial guideway and touchdown structure should respond to and contribute to the desired character of the station area.

Parking and Drop Off Issues

1. In the first phases of Town Center development, sufficient parking needs to be provided so that the retail uses are viable. This parking should be located on the west side of the station along with a drop off area for handicap access.
2. It is anticipated that people will drop off and pick up light rail patrons. Drop-off and pick-up of rail passengers should be planned for up-front by designating appropriate locations for these functions to occur. Any drop-off/pick-up facilities should be designed in conjunction with other pedestrian facilities.
3. The first phase of the design needs to include strategies for future development opportunities and their accessory parking.
4. Do not preclude parking under the guideway at 26th and Forest.

Design Characteristics

1. North end of the station
 - a) North end retail development should be integrated into the entry experience of the station and should give definition and enclosure to the open space.
 - b) The character of the north end of the station should relate to Rainier Avenue and the bus facility, and should be of an urban character.
2. South end of the station
 - a) The design should be responsive and sensitive to the Olmsted Boulevard landscape and tie to the north end of the station
 - b) The station design should provide opportunity for retail to be incorporated into the station
3. Central ground plane
 - a) The ground plane adjacent to the station must be a connection between the Cheasty Greenbelt and the urban plaza at the north end. As a connection, it must have activities that are supportable even at the opening of the station, prior to any redevelopment of the station area. It must feel safe and inviting for transit patrons, and take into account first phasing issues.
 - b) The facades of the station must be attractive during the time prior to redevelopment of the property between the station and Rainier Avenue, and must be able to accommodate future development of those properties into the overall station area.

Implementation Matrix

The following pages outline the major project activities and corresponding information about project leads, implementation timeframes, and current status. Activities to be led by the City of Seattle will be incorporated into the City's Neighborhood Plan Implementation database and will be tracked by the Department of Neighborhoods.

PUBLIC INVESTMENTS				
ACTIVITY		WHO LEADS?	TIMEFRAME	CURRENT STATUS & NOTES
		Public sector lead*	Near-term, Mid-term, Long-term**	
1	Cheasty Boulevard improvements	Parks	Near-term	\$1 million project to restore/improve greenbelt and boulevard. Planning currently underway as part of Pro-Parks Levy.
2	South Winthrop Street improvements	Sound Transit Link light rail, Parks	Near-term	Part of Sound Transit's scope & budget. Preliminary design complete. Includes new sidewalks, bike lanes, street trees and planted median.
3	McClellan Circle roundabout project	SPO, SeaTran	Near-term	Pre-design study now underway. Expected date of study completion December 2001. Final design and funding uncertain.
4	McClellan light rail station final design & construction	Sound Transit Link light rail	Mid-term	Preliminary design complete. Construction expected to begin in 2003 with elevated platform west of Rainier Avenue South (4,500 estimated average daily boardings in 2020)
5	Paratransit stop	Sound Transit Link light rail	Mid-term	Part of Sound Transit's scope & budget. Preliminary design complete. Needs to be coordinated with UWMC Laundry access needs as well as access to future development of Parcel C.
6	Station access plaza	Sound Transit Real Estate Division	Mid-term	Plaza would create a direct, safe and pleasant pedestrian access between the bus layover facility and the rail station while creating opportunities for additional retail frontage on Parcel D.
7	New traffic signal and pedestrian crossing	Sound Transit Link light rail	Mid-term	Part of Sound Transit's scope and budget. Should be designed in conjunction with station access plaza (Item 6) and bus layover facility. Must include facilities for people with disabilities and the hearing- and sight-impaired.
8	New bus layover facility	Sound Transit Link light rail, King County Metro	Mid-term	Preliminary design complete. Construction expected to begin in 2003.
9	New pedestrian facilities, including street trees, lighting, improved sidewalks and crossings	Sound Transit, SeaTran	Mid- to Long-Term	Some improvements are part of Sound Transit's scope & budget. May include new sidewalks, street trees and lighting. SeaTran should work to ensure that additional improvements are made as needed, particularly to connect the Town Center to the Lighthouse for the Blind facility north of S. Bayview Street.
* Abbreviations refer to City of Seattle departments: Parks = Seattle Parks & Recreation; OED = Office of Economic Development; OH = Office of Housing; SPO = Strategic Planning Office				** Near-term = 2-6 years; Mid-term = 6-12 years; Long-term = 12+ years

PUBLIC INVESTMENTS (continued)					
ACTIVITY		WHO LEADS?		TIMEFRAME	CURRENT STATUS & NOTES
		Public sector lead*		Near-term, Mid-term, Long-term**	
10	Franklin High School gym/field house on MLK Jr. Way	Seattle Public Schools, City of Seattle		Long-term	Depending on potential right-of-way impacts of roundabout, City of Seattle may need to acquire some portion of Franklin High School playfield. This may provide an opportunity to reconfigure the site plan for the field and associated building. New gym could be designed to have a stronger presence on MLK Jr. Way and could provide a better connection between the Town Center and High School.
DEVELOPMENT ACTIVITIES					
ACTIVITY		WHO LEADS?		TIMEFRAME	CURRENT STATUS & NOTES
		Community lead	Public sector lead*	Near-term, Mid-term, Long-term**	
A	Residential development	Property owner(s), Mt. Baker Housing	OH	Near-term	Mt. Baker Housing Association could begin pre-development assuming site is not used as interim parking by UWMC during Sound Transit construction.
B	Mixed-use development	Mt. Baker Housing Ass'n., UWMC, Private developer	OH, OED	Mid-term	UWMC has recently leased the vacant commercial building for a 7 year lease. Discussions for future redevelopment should continue in order to break ground at end of lease period and Sound Transit construction.
C	Mixed-use development	Mt. Baker Housing Ass'n., UWMC, Private developer	OH, OED	Mid-term	Sound Transit may need this property for construction staging. If not, replacement parking for the UWMC and the adjacent commercial tenant must be provided elsewhere. Parcel C development will likely follow Parcel A development.
D	Commercial or mixed-use development	Businesses displaced by Sound Transit	Sound Transit Real Estate Division (for parcel remnant redevelopment only), OH, OED	Near-term	Requires Sound Transit commitment to acquire this property. Development on this parcel will require parking provided on Parcel E and/or Parcel G. City should consider becoming a partner to make development on Parcel D more attractive and more affordable for displaced businesses.
E	Retail/ commercial/ residential parking under light rail guideway at 26th Avenue South		Sound Transit Real Estate Division, SPO, OH	Near-term	Needs to be coordinated with development on Parcel D and Sound Transit's final design process. City can help negotiations between Sound Transit and private parties, and may consider financing part of the neighborhood parking facility component of the project.

DEVELOPMENT ACTIVITIES (continued)

ACTIVITY		WHO LEADS?		TIMEFRAME	CURRENT STATUS & NOTES
		Community lead	Public sector lead*	Near-term, Mid-term, Long-term**	
F	Commercial development	USBank, Property owner(s), including Southeast Effective Development	Sound Transit/King County, OH, OED	Mid-term	Sound Transit/King County should explore overbuilding the bus layover facility; however, this may not make sense unless assembly with adjacent properties can occur. The USBank property, and, in the longer term, the Starbuck's property may be available for redevelopment and would provide significant opportunity for partnership with King County. Gas stations to the north may not become available for redevelopment for many years to come, and remediation costs may be prohibitive to redevelopment of those sites.
G	Retail/ commercial/ residential parking under light rail guideway at 27th Avenue South	UWMC, 3A/EDJ Paratransit	Sound Transit, SPO, OH, OED	Near-term	Must be coordinated with development on Parcel D and Sound Transit's final design process. City can help negotiations between Sound Transit and private parties, and may consider financing part of the neighborhood parking facility component of the project. Should explore opportunities for providing replacement parking for both UWMC and 3A/EDJ paratransit vehicles (from site on S Winthrop impacted by Sound Transit and Parks' Cheasty project).
H	Mixed-use development with QFC/RiteAid at corner of McClellan, with new multi-family housing on hillside	Property owner(s), QFC/Rite Aid, Private developer	OH, SPO	Mid-term	QFC has 30-year lease which would need to be renegotiated if property owner wanted to redevelop sooner. Could be designed and phased such that QFC/Rite Aid does not have to leave existing space until new commercial space is complete.
I	Commercial development	Property owner(s)	OED, SPO	Long-term	Property owners need to be ready to redevelop. Remediation of gas station site may be a major constraint.
J	Townhouse development south of S Winthrop St.	Property owner(s), Private developer	OH	Long-term	Significant land assembly issues - could be phased or completed in the long-term. Jorve Roofing property is largest consolidated parcel in this area and could be redeveloped while other properties are being assembled.
K	Commercial development	Property owner(s), Private developer		Long-term	Property owners need to be ready to redevelop.

additional resources

McClellan Town Center Consultant Products

- **Final Urban Design Report**, Hewitt Architects and Weinstein Copeland Architects, June 2001
- **Transit-Oriented Development in Southeast Seattle: Final Report**, Sedway Group / Pollock & Company, March 2001

Related Documents

- **Background Report for Light Rail Station Area Planning in Seattle**, City of Seattle Strategic Planning Office, January 1999
- **McClellan Interim Station Area Overlay District**, Seattle City Council Ordinance #119394, March 1999
- **North Rainier Neighborhood Plan**, Seattle City Council Resolution #29976, June 1999
- **Market Analysis of the Southeast Corridor Transit Station Areas**, Bay Area Economics, August 1999
- **Comprehensive Neighborhood Parking Study Final Report**, City of Seattle Strategic Planning Office, August 2000
- **McClellan Station Area Planning Concept-Level Recommendations**, Seattle City Council Resolution #301656, September 2000
- **McClellan Station Area Overlay District and Rezone pamphlet**, City of Seattle Strategic Planning Office, March 2001
- **McClellan Station Area Overlay District & Rezones**, Seattle City Council Ordinance #120455, July 2001